1-52. (CANCELED)

53. (NEW) A multistep automatic transmission having:

an input drive shaft (AN);

an output drive shaft (AB);

at least first, second and third planetary gearsets (RS1, RS2, RS3), as well as at least first, second, third, fourth and fifth shifting elements (A to E);

the first, the second and the third planetary gearsets (RS1, RS2, RS3) are co-axial with one another;

the second planetary gearset (RS2) is located axially beside the third planetary gearset (RS3);

a sun gear (SO3) of the third planetary gearset (RS3) is connectable, via a first shifting element (A), with the transmission housing (GG) of the multistep automatic transmission;

a sun gear (SO2) of the second planetary gearset (RS2) is connected to the input drive shaft (AN);

the input drive shaft (AN) is connectable, via the second shifting element (B), with a sun gear (SO1) of the first planetary gearset (RS1) and the input drive shaft (AN) is engagable, via the fifth shifting element (E), with a link (ST1) of the first planetary gearset (RS1);

the sun gear (SO1) of the first planetary gearset (RS1) is engagable, via the third shifting element (C), with the transmission housing (GG) and the link (ST1) of the first planetary gearset (RS1) is engagable, via the fourth shifting element (D), with the transmission housing (GG);

wherein either:

the output drive shaft (AB) is connected to a ring gear (HO1) of the first planetary gearset (RS1) by a link (ST3) of the third planetary gearset (RS3), a link (ST2) of the second planetary gearset (RS2) is connected to a ring gear (HO3) of the third planetary gearset (RS3), and the link (ST1) of the first planetary gearset (RS1) is connected to a ring gear (HO2) of the second planetary gearset (RS2); or

the output drive shaft (AB) is coupled to the ring gear (HO1) of the first planetary gearset (RS1) by the link (ST2) of the second planetary gearset (RS2),

the link (ST3) of the third planetary gearset (RS3) is connected to the ring gear (HO2) of the second planetary gearset (RS2), and the link (ST1) of the first planetary gearset (RS1) is connected to the ring gear (HO3) of the third planetary gearset (RS3); and

wherein the second and the fifth shifting element (B, E) are located axially between the first and the second planetary gearsets (RS1, RS2).

54. (NEW) The multistep automatic transmission according to claim 53, wherein at least one of the first planetary gearset (RS1) and the second planetary gearset (RS2) are centrally and completely held in turning, operational contact in an axial direction by a single shaft.

55. (NEW) The multistep automatic transmission according to claim 54, wherein the single shaft, which engages the first and the second planetary gearsets (RS1, RS2) in the axial direction, is the input drive shaft (AN) of the automatic transmission.

56. (NEW) The multistep automatic transmission according to claim 53, wherein a lamella-packet (500) of the fifth shifting element (E) has a diameter greater than a diameter of a lamella-packet (200) of the second shifting element (B).

57. (NEW) The multistep automatic transmission according to claim 53, wherein the second and the fifth shifting elements (B, E) are combined as a structural component, with:

a lamella-packet (200) of the second shifting element (B) and a lamella-packet (500) fifth shifting elements (E);

a first servo apparatus (210) for activation of the lamella-packet (200) of the second shifting element (B) and a servo apparatus (510) of the fifth shifting element (E) for activation of the lamella-packet (500) of the fifth shifting element (E), as well as

a common lamella-carrier (ZYLBE) for the second and fifth shifting element (B, E) for the acceptance of one of outer and inner coated lamellas of the lamella-packet (200) of the second shifting element (B) and the lamella-packet (500) fifth shifting elements (E).

58. (NEW) The multistep automatic transmission according to claim 53, wherein a friction surfaced, inner diameter of coated lamellas of the lamella-packet (200) of the second shifting element (B) is smaller than a friction surfaced, outer diameter of coated lamellas of the lamella-packet (500) of the fifth shifting element (E).

59. (NEW) The multistep automatic transmission according to claim 53, wherein a connecting agent between the link (ST1) of the first planetary gearset (RS1) and the ring gear (HO2) of the second planetary gearset (RS2) form in combination an outside lamella-carrier of the fifth shifting element.

60. (NEW) The multistep automatic transmission according to claim 59, wherein coated lamellas of the lamella-packet (500) have on an outside diameter a complementary structural configuration, which, in a corresponding lamella contour of the outside lamella-carrier of the fifth shifting element (E), slidingly engage in an axial direction.

61. (NEW) The multistep automatic transmission according to claim 59, wherein a common lamella-carrier (ZYLBE) for the second and fifth shifting elements (B, E) forms a clutch space, within which, the lamella-packet (200) of the second shifting element (B) and a servo apparatus (210) of the second shifting element (B) are placed.

62. (NEW) The multistep automatic transmission according to claim 53, wherein at least one of a servo apparatus (510) of the fifth shifting element (E) and a servo apparatus (210) of the second shifting element (B) activate a lamella-packet (500, 200) respectively assigned thereto, upon closure of a second shifting element (B) in an axial direction of the first planetary gearset (RS1).

63. (NEW) The multistep automatic transmission according to claim 62, wherein at least one of the servo apparatus (510) of the fifth shifting element (E) and the servo apparatus (210) of the second shifting element (B) is placed axially and between a respectively thereto associated lamella-packet (500, 200) and the second planetary gearset (RS2).

64. (NEW) The multistep automatic transmission according to claim 53, wherein at least one of a servo apparatus (510) of the fifth shifting element (E) and a servo apparatus (210) of the second shifting element (B) activate a lamella-packet (500, 200) respectively assigned thereto, upon closure of one of the fifth or the second shifting elements (E, B) axially in a direction of the second planetary gearset (RS2).

65. (NEW) The multistep automatic transmission according to claim 64, wherein at least one of the servo apparatus (510) of the fifth shifting element (E) and the servo apparatus (210) of the second shifting element (B) is placed axially between the

lamella-packet (500, 200), which has been respectfully thereto assigned, and the first planetary gearset (RS1).

66. (NEW) The multistep automatic transmission according to claim 53, wherein at least one of a servo apparatus (510) of the fifth shifting element (E) and a servo apparatus (210) of the second shifting element (B) possess a dynamic pressure compensation means.

67. (NEW) The multistep automatic transmission according to claim 53, wherein at least one of a servo apparatus (210) of the second shifting element (B) and a servo apparatus (510) of the fifth shifting element (E) is supported on the input drive shaft (AN).

68. (NEW) The multistep automatic transmission according to claim 53, wherein at least one of the servo apparatus (210) of the second shifting element (B) and the servo apparatus (510) of the fifth shifting element (E) is supported on the sun gear (SO1) of the first planetary gearset (RS1).

69. (NEW) The multistep automatic transmission according to claim 53, wherein the third and the fourth shifting elements (C, D) are axially aligned in an area radially above the first, the second and the third planetary gearsets (RS1, RS2, RS3).

70. (NEW) The multistep automatic transmission according to claim 69, wherein the third and the fourth shifting elements (C, D) are adjacent, whereby special lamella-packets (300, 400) of the third and fourth shifting elements (C, D), these being at least of similar diameter, are placed.

71. (NEW) The multistep automatic transmission according to claim 69, wherein the third and the fourth shifting element (C, D) form a factory assembled group, which possesses the lamella packets (300, 400) of the third and the fourth shifting elements (C, D) and a common outside lamella-carrier for the third and fourth shifting element (C. D), a servo apparatus (310) for the activation of the lamella-packet (300) of the third shifting element (C) and a servo apparatus (410) for the activation of the lamella-packet (400) of the fourth shifting element (D) at least partially integrated in this said outside lamella-carrier.

72. (NEW) The multistep automatic transmission according to claim 53, wherein the third shifting element (C), is located axially beside the first planetary gearset (RS1)

on a side remote from the second planetary gearset (RS2) and the fourth shifting element (D) is placed in an area radially over the first, the second and the third planetary gearsets (RS1, RS2, RS3).

73. (NEW) The multistep automatic transmission according to claim 69, wherein at least one of an outer lamella-carrier of the third and the fourth shifting elements (C, D) is integrated in the transmission housing (GG).

74. (NEW) The multistep automatic transmission according to claim 53, wherein an activation direction of a servo apparatus (310) of the third shifting element (C) and an activation direction of a servo apparatus (410) of the fourth shifting element (D), upon energization of the respective third and fourth shifting element (C, D), become opposed.

75. (NEW) The multistep automatic transmission according to claim 53, wherein an activation direction of a servo apparatus (310) of the third shifting element (C) and an actuation direction of a servo apparatus (410) of the fourth shifting element (D), upon energization of the respective third and fourth shifting element (C, D) are in equal directions.

76. (NEW) The multistep automatic transmission according to claim 53, wherein at least one of the two servo apparatuses (310, 410) of the third and the fourth shifting elements (C, D) is located axially between lamella-packets (300, 400) of the third and fourth shifting elements (C, D).

77. (NEW) The multistep automatic transmission according to claim 53, wherein at least one of a servo apparatus (310) of the third shifting element (C) and a servo apparatus (410) of the fourth shifting element (D) is at least partially integrated in one of the transmission housing (GG) or in a transmission housing affixed housing wall (GW), which forms an outer wall of the transmission housing (GG).

78. (NEW) The multistep automatic transmission according to claim 53, wherein the first shifting element (A) is placed upon a side of the third planetary gearset (RS3) which is remote from the second planetary gearset (RS2).

79. (NEW) The multistep automatic transmission according to claim 78, wherein the first shifting element (A) borders axially against the third planetary gearset (RS3).

80. (NEW) The multistep automatic transmission according to claim 53, wherein the first shifting element (A) borders on one of an outer wall of the transmission housing (GG) or on a transmission housing cover, which is connected rotatably-fast to the transmission housing (GG) and forms an outer wall of the automatic transmission.

81. (NEW) The multistep automatic transmission according to claim 53, wherein the first shifting element (A), as seen in the axial direction, is placed in an area radially above the first, the second and the third planet gearsets (RS1, RS2, RS3), the area, when seen in an axial direction, is radially above the third planetary gearset (RS3).

82. (NEW) The multistep automatic transmission according to claim 81, wherein the first and fourth shifting element (A, D) are placed beside one another in axial alignment, whereby especially lamella-packet (100, 400) of the first and fourth shifting element (A, D) of an at least similar diameter are placed.

83. (NEW) The multistep automatic transmission according to claim 81, wherein the first and fourth shifting elements (A, D) form a factory assembled construction component, which possesses the lamella-packets (100, 400) of the first and the fourth shifting elements (A, D) and a common outer lamella-carrier for the first and fourth shifting elements (A, D), a servo apparatus (110) for activation of the lamella-packet (100) of the first shifting element (A) and servo apparatus (410) of the forth shifting element (D) are at least partially integrated in the common outer lamella-carrier.

84. (NEW) The multistep automatic transmission according to claim 53, wherein an outer lamella-carrier of the first shifting element (A) is one of integrated within the transmission housing (GG) or in a housing partition-wall (GZ) which is fixed to one of the transmission housing (GG) or in a transmission housing affixed housing wall (GW), which forms an outer wall of the transmission housing (GG).

85. (NEW) The multistep automatic transmission according to claim 53, wherein a servo apparatus (110) of the first shifting element (A) is integrated in one of the transmission housing (GG) or in a housing partition-wall (GZ), which is fixed to the said transmission housing (GG) or in transmission affixed wall (GW), which forms an outer wall of the transmission housing (GG).

86. (NEW) The multistep automatic transmission according to claim 53, wherein an activation direction of a servo apparatus (110) of the first shifting element (A) and

an activation direction of a servo apparatus (410) of the fourth shifting element (D), become opposed upon activation of the respective first and fourth shifting element (A, D).

87. (NEW) The multistep automatic transmission according to claim 53, wherein an activation direction of a servo apparatus (110) of the first shifting element (A) and an activation direction of a servo apparatus (410) of the fourth shifting element (D), are equally directed upon activation of the respective first and fourth shifting element (A, D).

88. (NEW) The multistep automatic transmission according to claim 53, wherein at least one of the servo apparatuses (110, 410) of the first and the fourth shifting element (A, D) is placed axially between lamella-packets (100, 400) of the first and fourth shifting elements (C, D).

89. (NEW) The multistep automatic transmission according to claim 53, wherein an axis of the input drive shaft (AN) and an axis of the output shaft (AB) are one of parallel or at an angle to one another.

90. (NEW) The multistep automatic transmission according to claim 53, wherein one of a spur gear stage (STST) or a chain drive is provided, by means of which the ring gear (HO1) of the first planetary gearset (RS1) and one of the ring gear connected links (ST3, ST2) of the third or the second planetary gearset (RS2, RS3) is operationally bound to the output drive shaft (AB), one of a first spur gear (STR1) of the spur gear stage (STST), or a first sprocket gear of the chain drive, is placed axially between the third planetary gearset (RS3) and the first shifting element (A).

91. (NEW) The multistep automatic transmission according to claim 90, wherein the first spur gear (STR1) of the spur gear stage (STST) on a housing partition-wall (GZ), which is located axially between the spur gear stage (STST), i.e., chain drive and the third planetary gearset (RS3), the housing partition-wall (GZ) is one of fixed with the transmission housing (GG) or is built of one piece with the said transmission housing (GG).

92. (NEW) The multistep automatic transmission according to claim 90, wherein one of the first spur gear (STR1) of the spur gear stage (STST), or the first sprocket of the chain drive is supported on a housing partition-wall (GZ), which is located axially between one of the spur gear stage (STST) or the chain drive and the first shifting

element (A), the housing partition wall (GZ) is one of non-rotatably fixed with the transmission housing (GG) or is made as one piece with the aid transmission housing (GG).

93. (NEW) The multistep automatic transmission according to claim 90, wherein the sun gear (SO3) of the third planetary gearset (RS3) or a sun shaft (SOW3) which is operationally connected with the sun gear (SO3) of the third planetary gearset (RS3) or a hub of the input element (120) of the first shifting element, which penetrates the housing partition (GZ) and the first spur gear (STR1) of the spur gear stage (STST), that is to say, centrally penetrates the first sprocket of the chain drive.

94. (NEW) The multistep automatic transmission according to claim 53, wherein one of a spur gear stage (STST) or a chain drive is provided, by means of which the ring gear (HO1) of the first planetary gearset (RS1), and that with this ring gear (HO1) and the link (ST3, ST2) bound with the ring gear of the third or second planetary gearset (RS3, RS2), is operationally bound to the output drive shaft (AB), whereby a first spur gear (STR1) of the spur gear stage (STST), a first chain sprocket of the chain drive on an outer wall of the transmission housing (GG) or borders a transmission affixed housing cover.

95. (NEW) The multistep automatic transmission according to claim 94, wherein the first spur gear (STR1) of the spur gear stage (STST), i.e., the first chain sprocket of the chain drive on the outer wall of the transmission housing (GG), that is, supported on at least one of the transmission housing affixed cover and on the input drive shaft (AN).

96. (NEW) The multistep automatic transmission according to claim 94, wherein the first shifting element (A) is placed between the third planetary gearset (RS3) and the first spur gear (STR1) of the spur gear stage (STST), that is to say, between the third planetary gearset (RS3) and the first chain sprocket of the chain drive.

97. (NEW) The multistep automatic transmission according to claim 94, wherein the first shifting element (A) is placed within a cylinder space, which is formed by the first chain sprocket of the chain drive, such that the first shifting element (A) axially borders the third planetary gearset (RS3).

98. (NEW) The multistep automatic transmission according to claim 97, wherein a lamella-packet (100) of the first shifting element (A) borders axially on the third planetary gearset (RS3).

99. (NEW) The multistep automatic transmission according to claim 53, wherein the input drive shaft (AN) and the output drive shaft (AB) are co-axial.

100. (NEW) The multistep automatic transmission according to claim 99, wherein the output drive shaft (AB), which is operationally bound to the interior gear (HO1) of the first planetary gearshift (RS1), centrally penetrates the third planetary gearset (RS3) in an axial direction.

101. (NEW) The multistep automatic transmission according to claim 99, wherein the output drive shaft (AB), which is operationally bound to the interior gear (HO1) of the first planetary gearset (RS1), centrally penetrates in an axial direction a clutch space of the first shifting element (A), the space being formed by at least one of a lamella-carrier and the servo apparatus (110) of the first shifting element (A).

102. (NEW) The multistep automatic transmission according to claim 99, wherein the input drive shaft (AN) is supported in the output shaft (AB).

103. (NEW) The multistep automatic transmission according to claim 53, wherein by selective closure of the first, the second, the third, the fourth, and the fifth shifting elements (A to E) at least six forward gear stages can be so shifted, that for the change of shift, from one gear stage to another into a next successively higher or next successively lower gear stage relative to the present activated shifting element, respectively only one shifting element need be disengaged and another shifting element shut off.

104. (NEW) The multistep automatic transmission according to claim 53, wherein in the first forward gear stage, the first and the fourth shifting elements (A, D), in the second forward gear stage, the first and the third shifting element (A, C), in the third forward gear stage, the first and the second shifting element (A, B), in the fourth forward gear stage, the first and fifth shifting element (A, E), in the fifth forward gear stage the second and fifth shift element (B, E), in the sixth forward gear, the third and fifth shifting element (C, E), and in a reverse gear. the second and fourth shifting element (B, D) are engaged.